

Intimations.

GINGER ALE.

WE have always made good GINGER ALE, and we are now making the best. At various exhibitions and competitions in London and elsewhere, GINGER ALE made by this formula we now use has won 32 PRIZE MEDALS and CERTIFICATES of MERIT.

In 1890 competed and won against FOUR of the most famous Belfast makers.

The Analyst's report:—

"It is of an exceptionally good quality."
"Particularly pleasant to the taste."
"Decidedly tonic and sustaining."
"In every respect most satisfactory."

ARTHUR HILL HASSAL, M.D.

The ideal temperance beverage.

DAKIN, CRUICKSHANK & Co., LD.
Victoria Dispensary,
Queen's Road Central,
Hongkong, 17th October, 1892.

A. S. WATSON & CO., LD.

have just received
ex Steamers "BENEDI" and "GANGES"
their first shipments of

XMAS CONFECTIONERY

Consisting of—

CHOCOLATE CREMES, VANILLA PRALINES, SUGARED ALMONDS, BURN'T

ALMONDS, NOUGAT, JUJUBES,

TURKISH DELIGHT,

PARISIANS,

&c., &c., &c.

DELICIOUS FRUIT JELLIES.

ASSORTED PINEAPPLE, LIME, DAMSON,

GUAVA, RASPBERRY, STRAWBERRY,

PLUM, &c.

CALLARD and BOWSER'S

BUTTER SCOTCH, ALMOND ROCK and

EVERTON TOFFEE.

CADBURY'S CHOCOLATES

in great variety.

CRYSTALLIZED FRUITS, MUSCATELS.

A large and varied Assortment of

ARTISTIC DESIGNS.

FANCY BOXES.

A large and varied Assortment of

ARTISTIC DESIGNS.

XMAS CARDS.

ENGLISH, JAPANESE and CHINESE,

a splendid selection.

TOM SMITH'S CRACKERS.

A LARGE STOCK WELL ASSORTED.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

Hongkong, 17th November, 1892.

The Hongkong Telegraph.

HONGKONG, MONDAY, NOVEMBER 28, 1892.

OFFICIAL SALARIES.

AFTER mature consideration of Friday's

debate on official salaries, the moral

appears to need a slight modification.

When the Chairman of the Finance

Committee was informed that he could

not vote, and that the Government was

thus caught in a minority, he appeared a little

surprised; and it may have been a real

surprise, and not a case of deliberate

acquiescence in the wishes of the Unofficial

Members. But surely their wishes did not

require to be strengthened in such an

unusual manner; surely after what Sir

WILLIAM ROBINSON has said so often and so

forcibly, the Unofficials would have been

allowed to decide on this important

financial question, even without springing

a mine of this kind on a "tenderfoot"

official; and surely, most surely of all, the

solemn promises of Sir WILLIAM ROBINSON

demanded it, these salaries shall certainly

be reconsidered."—After Sir WILLIAM

ROBINSON boasted—"I have never voted

any money except with the approval

of an Unofficial majority"—after the

possible limit or die in the attempt—after

it has been shown that the Colony is at the

lowest ebb known for many years—after

all this, can there be a doubt? There

must have been something substantial

behind Governor ROBINSON'S loudly-

applauded speeches; he must mean to do

something of what he bragged about so

much. Even taking him at the worst

estimate, even believing that he was but

hiding for cheap popularity when he

gave us his word—can it be possible

that he finds the popularity not

sufficient and that he has no more than

mere words to give—that, in fact, having

pledged his honour he will humbly ask

it back of the people who trusted him?

Will he feebly quibble, that the promises

of reconsideration and reduction were not

serious, or were not sufficient? Will he

try to argue that the Colony is not yet

reduced to a low enough state of beggary

to fulfil the terms of the contract? Will

he apologise for what he said, and do

penance on his knees, in order to save his

own salary and pension from being reduced

by a few paltry dollars? No, Sir

WILLIAM ROBINSON is not a man of that

kind. He is most awkwardly placed, it

is true; but there is no honest way of

escape, and he will certainly accept the

unpleasant position with the best grace he

can. If he was fraudulently brought to

Hongkong under the belief that his salary

and pension were fixed, he would be

justified in asking for a better berth,

though all here would be sorry to lose

him so soon; we would rather make an

exception in his case, and the Unofficials

certainly ought to consider this point; but

if he is content to stay at the lower rate

which ought to have been made clear to

him from the first, he will at least have

the satisfaction of seeing some of those

Hongkong officials (who should have told

him) receive the reward of their incompete-

ncy in having their pay reduced. If not,

if in spite of all, the question of official

salaries is not to be reconsidered, there

is only one thing left for the Representa-

tatives of the People—they must resign.

Their strongest representations ignored,

their clear majority overruled, their man-

hood insulted by promises light as

this down, their most earnest feelings

ridiculed and held as child's talk—could

men worthy of the name continue to suffer

such ignominy?

TELEGRAMS.

(From El Comercio.)

SPAIN AND PORTUGAL.

MADRID, November 18th.

The King and Queen of Portugal, who have

been attending the Columbus celebrations,

returned to Lisbon to-day, after a commercial

treaty had been concluded between Spain and

Portugal.

INDIA, LONDON AND CHINA.

LONDON, November 18th.

At an extraordinary meeting of the share-

holders of the Chartered Mercantile Bank, the

scheme of reconstruction has been approved.

THE GERMAN ARMY BILL.

In introducing the Army Bill, General von

Caprivi said that whilst there was no fear of

war in the near future it was necessary to prepare

for the next war on two fronts.

LOCAL AND GENERAL.

THE P. & O. S. N. Co's steamer *Java* left

Bombay on the 25th inst., for this port.

The Editor of the *China Mail* is hereby notified

that the *Pallas* is not in dock; she has been at

the Pescadores for about a week.

THE returns of the number of visitors to the City

Hall Museum for the week ended Nov. 27th,

are:—Europeans, 167; Chinese, 1,840; total

2,007.

MAILS Due:—

Singapore (Benid) 30th instant.

Amr. (C. of R. de Janeiro) 30th

Bombay (Shanghai) 4th prox.

THE appointment of Mr. H. B. H. Leithbridge to

be Superintendent of Victoria Gaol, from the

10th of July last, is gazetted, under instructions

from the Secretary of State.

We are informed by the Agents of the Messageries

Maritimes Co. that the Company's steamer

Taru, with the next French mail, left Saigon

at 7 a.m. to-day, for this port.

THE steamer *Stam* arrived here to-day from

Bangkok flying the well-known "Shan" Com-

pany's flag at the fore. She is the latest addition

to the "Shan" line of coasting steamers.

THE Canadian Pacific Railway Co's Royal mail

steamer *Exeter* of *Tajon* arrived at Yokohama

from Vancouver to-day, and left again at 3

ACCORDING to a telegram in the *Comerce* there

have been serious floods in the Nueva Ecija

district of the Philippines.

THE P. M. S. S. Co's steamer *City of Peking*,

with mails, &c., left San Francisco for this port,

via Yokohama, on the 25th inst.

THE residence at Tokio of Lieut. T. H. James,

R. N. (retired), Superintendent of Navigation in

the Nippon Yusen Kaisha, was entirely destroyed

by fire on November 8th. The house belonged to

a Japanese, and the contents were insured.

It should be noted that though the *Tasoma*

would ordinarily have been pretty badly covered

with bamboos by the time she went to dock

last the "Zoeus" composition (Doddwell Carill &

Co., agents), was found to have kept her

perfectly clean.

The hearing of the prosecution of Mr. O'Shea,

co-editor of the *Shanghai Mercury*, by the

Shanghai Post Office Club for alleged libel, had

to be further postponed until Wednesday last

owing to the illness of Mr. A. P. Stokes, who

appears for the defence.

At Shanghai on the evening of the 19th inst.,

the chief officer of the steamer *Port Adelaide*

fell down one of the hatchways and sustained

severe injuries, although luckily no bones were

broken. He was conveyed to the General Hospital

the following morning.

It appears that the Norwegian barque *Arion*, the

loss of which we reported some days ago, came

to grief whilst being towed over the Newchwang

bar. She is a total wreck. The *Arion* was com-

manded by Capt. Christensen and was bound

from Newchwang to Hongkong with a cargo of

beans.

THE Hon. A. L. Donaldson, at the Singapore

Court meeting on the 11th inst. quoted com-

parative statistics of colonial military contribu-

tions, showing that Singapore pays the highest

sum as follows:—

Colony. Total. Amount. Percentage.

Strait Settlements 215,154 1,100,000 19.5 p. c.

Hongkong 80,879 400,000 20.4 p. c.

Manilla 71,557 250,000 28.6 p. c.

At the Magistracy to-day a meeting of Licensing

Justices was to have been held, for the purpose

of considering an application by Henry Oliver

to extend his licensed premises at 12 Queen

Victoria Street, (the Travellers' Hotel) so as to

include the next house, No. 13. Capt. Hastings

was the only Justice present, (one member makes

a quorum on the Licensing Board) and as there

was no opposition he granted the application

without taking a show of hands. Mr. C. D.

Wilkinson appeared for the applicant, and Mr.

J. G. T. Buckle, Acting Deputy Captain Super-

intendent appeared for the police.

THUS the *Sin-foo*—In the Imperial edict

which was issued in the summer of '91, ordering

the various authorities to take stringent measures

to suppress the *Kolao Hui* disturbances, there

was a clause promising immunity to such

members of the order as would make speedy

and thorough repentance and sever their con-

nection with the Society. In a recent proclama-

tion issued by the Kiangsi Governor, extracts

from the edict were quoted and this clause was

brought out—While admonishing the people

against becoming dupes of the *Kolao Hui* agitators

and urging them to order, the Governor

exhorts those who have entered the Society to

leave it.

At the meeting of the Legislative Council to be

held on Wednesday, 30th November, at 3 p.m.,

the following will be the business:—

1. Financial Minutes.

THE P. & O. S. N. Co's steamer *Shanghai* left

Singapore for this port at 8 a.m. yesterday.

THOMAS WATSON and Frederick Truscull, who

do not get enough "shining up" to do in the

Royal Navy, climbed up a number of lamp-

posts in Kowloon last night (*seulement pour*

passer la nuit) and put out several lights

That was an act contrary to the laws of the

Neddes and Persiana, so a constable "ran them

in" and to-day they were severely fined \$5

by the Police magistrate.

THE 5-pins bowling handicap for a handsome

silver cup presented by Mr. Quincey, which has

time-piece representing a Corinthian temple in *vide antique*. The dial showed the second, minute, hour, day of the week, and month and phases of the moon. It struck hours and quarters. The pendulum was a griffin whose alternate bars seemed so light and silver. The piece was protected from dust and air by a handsome glass box, whose frame was carved ebony, inlaid with ivory and mother of pearl. The clock was of French and the case of Canton workmanship. Its price was \$300.

The second was of Swiss origin but made for the Chinese market. It was heavily gilt and represented a mountainous landscape. In a pagoda was the dial and through a hole in the clouds a silver moon showed its varying phases. Here and there human figures, courting, playing and conversing. When the hour struck, nearly every little image moved, some bowing, others turning around, and still others extending their arms. It seemed almost new, but in a corner was the date, 1825. Its price was \$350.

Jade carvings are extremely popular and expensive. They take very odd forms at times. Imagine the form of an scholar, carefully thin, with every vein and artery, perfectly finger-nails an inch in length and knuckle bones very well reproduced, and you have a work of art which costs \$200. Similar to it but unsparingly more attractive was the fore-arm of some young girl, probably the concubine of a great mandarin in the last century. It was carved from a translucent grayish jade and was so faultless as to seem a cast taken from life. The wrist and hand were singularly beautiful. The only thing that jarred was a gold ring on one finger set with a diamond and two rubies. The ring and ring were valued \$500, of which the latter probably represented at least one half. Carvings of this class are always mounted on dark colored silk or velvet, so arranged as to raise the object an inch above the pedestal. A tight-fitting glass case surrounds it at the distance of an inch or thereabouts.

A very interesting class and one seldom seen in the United States or Europe is composed of a combination of jade, coral, ivory and mother-of-pearl. They are handsome in their way, but the beauty is of a type which appeals chiefly to the child and not to the civilized man. In describing one you describe all.

One work had a base of green jade, carved to represent mossy submarine grottoes with basalt columns. Fitted carefully to it was a mass of brilliant scarlet coral, which appeared to have grown out of the solid rock on which it rested. Among the coral-branches were fishes made of mother-of-pearl with jewelled eyes. They seemed to be swimming, but were kept in place by fine wires that were almost invisible. Out of one grotto was coming a turtle, made of jade studded with fine gems. In another grotto were the wires and so delicate the balance that the foil of the looker-on caused fish and turtles to vibrate as if they were alive, and about to take flight. A glass case served to heighten the illusion and make the interior seem an aquarium more brilliant and gorgeous than anything ever found in Nature.

In bronzes, especially antiques, there is endless variety. The most precious are those of the 14th, 15th and 16th centuries, when the Chinese metal-smith led the world. The products of that period are of the noblest workmanship. One in the possession of an Amoy dealer is a great bowl a foot and a half in diameter and of the same height. The bottom is worked into the three round feet, which support the bowl proper. On either side the metal is brought out so as to form an elephant's head. There is a little carving on the top and some on the lid, only enough to break what little blank surface there is. The metal is gold bronze, an alloy said to contain from 5 to 10 per cent of gold.

Despite the lapse of centuries, it is still clean and in bright. The great charm of the piece lies in what seems at first to be fine arabesque scrollwork in silver. Close examination shows this to be a long series of inscriptions in medieval character. They comprise the name of the artist, of the king and the prince for whom the bowl was made, appropriate quotations from the poets and sages, and then as usual a large number of moral platitudes. The price was \$2,000, just its weight in gold.

The most costly curios are of a literary character. The original *Mss.* of famous authors bring prices that seem fabulous. There are poems, essays and epigrammatic couplets which would find customers in any part of China at \$1000 a page. Next to the writings come the portraits of the authors. After these are such articles as the artistic furniture and household ornaments of ancient emperors, generals, writers, poets and princes.

In the Imperial Museum at Peking is a sword that belonged to the great warrior "Kwang Tai." It is rather a poor blade to have been the weapon of a general who was deservedly deified by his fellow-countrymen, yet it is valued at \$10,000.

The cultus of Koxinga, the pirate-king who conquered Formosa, was sold by one of his descendants in 1870 and brought \$500. A spear of the notorious Black Flag leader Lee Yu was eagerly purchased for \$500, by an enthusiastic Canton collector. Corresponding figures have marked the sales of the personal effects of the great historical, military and literary characters of the Empire. Of high popularity are dragons and other mythical animals in gold bronze. The castings are superb, though a little heavy when measured by Japanese or French standards. The finishing, when belonging to the period prior to 1700 is admirable. It is free, graceful and original. Bronze made since that date, especially those in the present century, are clumsy, coarse and conventional to the last degree.

A novel style is occasionally found in bronze-inlaid porcelain. Nanking, Chow-Chow, Foo, and Canton were the places where the art attained its highest development. In some instances the porcelain seems comparatively fusible, but in most it is of the hardest and most refractory kind. The pattern and color are probably marked on the surface and then the marked space ground out with sand emery to the required depth. Into this was filled the bronze. At some points it is fairly embedded in the porcelain. At others it is distinctly separate. At a Hongkong shop is a cylindrical vase 3 feet long, upon whose surface are palms, ferns and dragons. The clumsy monsters seem at play in a tropical forest. The workmanship, design and action are excellent. It is said to have been made in the 16th century and is well worth the price (\$550) asked for it by the dealer.

3000. Of the same origin are many exquisite pieces of porcelain, peach blow and dragon's blood, that may be secured even to-day for one-twentieth of their value or even less. When these treasures of the Yuen Ming Yuen fall into the hands of first class dealers, they bring their full value. When in the possession of 3rd and 4th class dealers or of private persons they are apt to be bargained off for a mere song. Embroideries, ancient and modern, are always in demand among Orientals. The former being advantage of this fact and by an accurate imitation of colors faded by age and also by secret chemical treatment turn out embroideries which seem hoar with age. The counterfeits are not easily detected. Even when they are, the discovery is to the benefit of the dealer and not the collector. A bogus antique of this class was recently sold in Hongkong for \$500, for which two weeks previously the dealer had paid \$15 to the maker. As a matter of fact, modern embroideries in China are just as good as ancient, so that it is folly to pay ten times as much for one picture what you might for a second of equal merit and beauty. This is especially true when a fine embroidery is to be exposed in the drawing-room of a house, which uses coal and gas. These two factors will use fine workmanship so rapidly that fifty years of Europe's knocks endwise a cycle of Cathay. In fact so ruinous are the gases produced by the combustion of both coal and illuminating gas that the only safe rule is to frame embroideries airtight between glass plates. Thus protected they retain their brilliancy unimpaired, where long exposed they become dull and dingy in a few years.

THE RUSSO-CHINESE TELEGRAPH CONVENTION OF 23rd AUGUST, 1892.

The following communication from Tientsin, which purports to be "a statement of facts which it would seem opportune to publish for the information of those who take a special interest in the Russo-Chinese Telegraph Convention signed in August last," appears in the *N. C. Daily News*:

An independent State has the absolute control of telegraphs within its territory. Junction of the telegraph lines of any two adjoining States can only be effected by a special Convention between the two States.

The European Governments, with most of their dependencies and colonies, and some extra-European Governments, whose lines had previously been connected at the respective frontiers according to such special Conventions, have concluded the International Telegraph Convention of St. Petersburg, 1875, (with the annexed Service Regulations, revised at Paris 1890) containing the stipulations under which the contracting Parties agree to work their international lines.

The International Telegraph Convention is a voluntary agreement between the contracting Parties, from which agreement each of the contracting Governments has reserved to itself the right to withdraw altogether (Int. Tel. Conv. Art. 20) as well as the power to suspend the service of the international telegraphs for an indefinite period if it judges it necessary (Int. Tel. Conv. Art. 8).

The International Telegraph Office at Bern is the common secretariat established for the purpose of exchanging communications regarding their common business between such Telegraph Administrations as are parties to the International Convention. The United States of America, British North America, most of the South American States and some other countries are not parties to the International Telegraph Convention.

When China wished to connect her telegraph lines with the Russian telegraph lines on the Russo-Chinese frontier, she had to conclude a convention with Russia for that purpose. There was no other means.

As far back as in 1865, Russia had invited China to establish such connection, proposing that China should construct a telegraph line from Tientsin to Khabarovsk and there connect the Chinese line with the Russian lines, China at that time declined the invitation.

In 1869, Russia granted to the Great Northern Telegraph Company a concession for connecting, by submarine cables, the Russian telegraph system at Vladivostok with Nagasaki, Shanghai, Fookchow, Amoy and Hongkong, subject to the necessary landing permission from the respective governments; Russia giving the Great Northern Telegraph Company, in consideration of the expenses incurred by the undertaking, certain guarantees against competition.

On the other hand, Russia had proposed to connect the Russian telegraph lines with the Chinese telegraph lines, as far as regards the ports which the Great Northern Telegraph Company undertook to connect by submarine cables with the Russian telegraph system at Vladivostok.

In 1887, after China had introduced telegraphs and extended her lines to the Russian frontier, China on her side invited Russia to connect the land-lines on the frontier. Russia at once was willing; but as to the conditions for connection, she had necessarily to take into consideration the above mentioned guarantees by which she had bound herself to the Great Northern Telegraph Company.

After China had rejected Russia's original proposal of 1865 for unconditional connection.

The negotiations on this point have now resulted in the conclusion of a telegraph convention between China and Russia, signed on the 23rd August this year.

According to this convention, which is concluded for ten years, the Chinese and Russian land-lines will be connected at three places on the frontier, viz: at Wenchow (Ningpo) and at Hampo (Ningpo) and at Khabarovsk.

The telegraph charges for transmission *via* the said junctions, from any station in China, will be, per word:—

To Europe (excepting Russia) \$2.00
Russia in Europe 1.12
Russia in Asia 0.88

The convention stipulates for reduction of these charges in case other telegraph routes should establish lower charges, also that the charges at any time may be modified by the common action of the two contracting parties, further that the stipulations of the International Telegraph Convention shall be applied to the correspondence *via* the said junctions.

The charges fixed for transmission *via* the Russo-Chinese junctions are considerably lower than the existing charges *via* the cables and Vladivostok. The following table gives the reduction *per word* from different places in China, as compared with the existing charges *via* the cables and Vladivostok:

Reduction *per word*. To Europe (via Russia) and to America (via America).

From Shanghai, Fookchow, Amoy, Hongkong, Canton, etc. to Europe (via Russia) and to America (via America).

From Seoul to Europe (via Russia) and to America (via America).

From Peking to Europe (via Russia) and to America (via America).

From Newchwang to Europe (via Russia) and to America (via America).

Amoy's correspondence with Europe will, until further notice, be the same *via* the Russo-Chinese junctions as *via* the cables and Vladivostok, owing to the aforesaid guarantees, previously granted to the Great Northern Telegraph Company by Russia; but when the Khabarovsk junction shall have been established, Amoy will obtain, at equal charges, an additional telegraph route to Europe, which will be shorter, quicker and safer than the present cable route *via* Vladivostok, as the Khabarovsk line cuts out the section of the Russian lines between Irkutsk and Vladivostok, a distance, by wire, of nearly 3,000 English miles, which is subject to periodical interruptions from floods and other unavoidable causes.

The further transmission, beyond Russia, of telegrams to their destination in Europe and America will be effected by the shortest and quickest route.

Via the German (German) telegrams to Germany, Holland, Belgium, Switzerland, Spain, Portugal, France and America (by the French Atlantic cables); England (by the Anglo-German cable) and America (by the English Atlantic cables).

Via the Great Northern's cables in Europe, telegrams to Scandinavia, England and America (by the English Atlantic cable).

And so on—unless otherwise directed by the sender.

The special charges which have been established by this convention for correspondence exchanged between the two neighboring States, China and Russia, are in accordance with the Int. Tel. Conv., Article 17 and Serv. Reg. 379.

The Franco-Chinese Telegraph Convention of 1888 for the junction of the Chinese and French landlines on the Tongking frontier contains a similar stipulation for correspondence exchanged between China and French Indo-China.

Such arrangements exist between nearly all adjoining States, whose lines are connected, and when England shall be ready to connect her Indian landlines with the Chinese landlines on the Burma frontier, similar arrangements will probably be adopted for correspondence *via* India.

The convention is concluded for ten years and will expire about the same time as the Franco-Chinese Telegraph Convention of 1888; at which time it also terminates the English and Danish cable companies' landing arrangements at Shanghai and Fookchow, which were sanctioned by the Tsungli Yamen and the British and Danish Ministers at Peking, in 1889, to last for twenty years.

The Great Northern Telegraph Company's twenty years' exclusive monopoly in Japan will also expire at the same time.

The Russo-Chinese Telegraph Convention is in accordance with International Law and with the International Telegraph Convention; and so it had to be, according to the Int. Tel. Conv. Serv. Reg. 387, which gives the rules for the opening of telegraphic relations with non-adhering States.

The Russo-Chinese Telegraph Convention is a decided step forward in the direction of the development and facilitating of international telegraphic communication, and the Russo-Chinese Telegraph Convention will, as a result, result in the construction of a new international telegraph line, 3,000 miles long, to Khabarovsk, which will establish an additional and highly efficient telegraph route between China and Europe, while at the same time considerable reductions of present telegraph charges are introduced, as far as existing and previously contracted obligations have allowed.

There exists therefore no ground for complaint or protests on account of the conclusion of this Convention.

Many mistakes have been committed, such is of an older date.

It was the body of Foreign Ministers at Peking, who, by their collective note of December, 1874, to Prince Kuang, the late President of the Tsungli Yamen, moved the Chinese Government to recognise and protect the Danish cables in China, but without, at the same time, recommending the Chinese Government to impose on the cable company such terms and conditions, as are, and at the time were, customary in Europe.

The Foreign Ministers at Peking, of the countries to which the Great Northern Telegraph Company and the Eastern Extension Telegraph Company belong, who in 1883 moved the Tsungli Yamen to sanction a working agreement with the English and Danish cable companies, to last for twenty years, without imposing on the companies any restriction whatever as regards their tariffs.

China, which, at the time, had but a limited experience of international telegraph details, naturally supposed that the arrangement proposed by the Foreign Ministers was in accordance with established international telegraph rules, and expected that the arrangement would work satisfactorily, at any rate to the satisfaction of the foreigners themselves. If it has turned out otherwise, China cannot help it.

However, China has been endeavouring to do her best, under the circumstances, to develop international telegraphy, not wishing to leave to the combined cable companies the undisputed control of China's international telegraph correspondence.

In 1888 China concluded with France's telegraph convention based on liberal and progressive principles, for connection across the Tongking frontier at two places, viz. *via* Yunnan and *via* Lungchow in Kuangsi.

When China next wished to establish an overland telegraph route to Europe, two routes were to be considered, namely *via* India and *via* Russia; in either case China necessarily would have to come to an arrangement, as to the conditions for connection, with the respective Governments before connection could take place.

England has hitherto made no advances or proposals to China for connection on the Burma frontier; on the contrary, as recently as in 1890, at the International Telegraph Conference at Paris, England altered her Indian transit route, which until then, "for all telegrams and between all Indian frontiers," had been uniform, viz. franc 0.75, and introduced a differential Indian transit rate, namely franc 0.35 for telegrams *via* cables (that means China *via* Eastern Extension Co.) and franc 1.50 for telegrams *via* landlines (that means China *via* Burma frontier).

The intention of the Indian transit rate, introduced, *after* it was known that China was ready to connect *via* Burma, did not point to any inclination on England's side to establish cheap charges *via* such junction.

Besides, from India to Europe the Chinese Telegraph Administration's traffic would have to pass by the cables of the English "Eastern Telegraph Company," which company has interests and management in common with the Eastern Extension Company, which might lead to complications.

On the other hand, Russia had always been willing to negotiate with China for connection. Russia's transit rate is the same "via cables" (that is, China *via* Great Northern Co.) as "via landlines" (that is, China *via* Siberian frontier).

Besides, the route *via* Khabarovsk is the shortest possible and the *fast* between China and Europe.

Such was the situation which led to the conclusion of the Russo-Chinese Telegraph Convention.

This Convention will effect a considerable increase in the revenue of the Chinese Telegraph

Administration, first, because the Chinese lines, when the Khabarovsk line shall have been built, will get a portion, and in proportion to the efficiency of the Khabarovsk line—of Shanghai, Fookchow and Amoy's traffic with Europe and America, of which traffic the Chinese lines hitherto without the Russo-Chinese junctions can have no share, and secondly, because the whole traffic from all other stations in China, a traffic which is increasing every year, will pass *via* the Russo-Chinese junctions, by which route the total charge is considerably lower than *via* the cable route (see the table above), while at the same time the Chinese proportion of the total charge is considerably higher *via* the Russo-Chinese junctions than *via* the cable route.

This increase of her revenue, the Chinese Telegraph Administration, in the true spirit of telegraphic development, will expend on the construction of the Khabarovsk line and the establishment of other new junctions.

It is not yet quite eleven years since the first Chinese telegraph line, between Tientsin and Shanghai, was opened, and ever since then the construction of lines all over China has been pushed forward under the management of the Director General of Telegraphs, Sheng Tao-tai.

The Chinese telegraph system already comprises about 42,000 miles of line carrying 58,000 miles of wire; stations have been established in 171 different towns, and Fookchow, the Pescadore, and Hainan have been connected by submarine cable with the mainland. From Heklungkiang to Hainan and from Corea to the Burma frontier of Yunnan the Chinese telegraph lines stretch over greater distances than from Norway to Sicily and from Lisbon to the Caucasus.

Next year will see the extension of the Chinese lines from Kansuh to Illi and from Peking to Khabarovsk.

TAKU.

(FROM OUR CORRESPONDENT.)

TAKU, November 14th, 1892.

There is another big steamer outside the bar, discharging rails for the Shanghai-Kwan railway, and the Chinese seem to be at their railway work at last, heart and soul, and certainly not one minute too soon. She is lying a tremendous long distance out; some of these blue water sailors seem to think that they are quite near enough to Taku as long as the lighthouse is in sight, an illusion which naturally does not facilitate the work and reduce the time required for discharging, but such is the fact. Speaking of the light-ship, I rather think it will soon be in dock; I understand she is to be provided with a new mast, when laid up, to replace the present rather rotten one.

The junk people are also very busy on the banks of the Peiho, preparing the customary mud docks as winter lies for their newly antedivian craft—Less than a month, I presume, we shall be excluded by ice, and the navigation of this year will be practically finished perhaps in about a fortnight. Would I were a millionaire! I would have an ice-breaker of my own to keep the navigation open all the year round between the Tientsin railway station and the outside world. If China were a little more of the squares about the city, she would have had an ice-breaker long ago, to keep the mouth of the Peiho open during the winter; but I suppose it will remain for the red-haired foreign devils to show them how to do it, that is to say, to fetch the chest-nut out of the fire for them—with an ice breaker!

I heard a fine tombstone has arrived from home for the late Mr. Grant, of Taku, for the Tientsin cemetery, to be erected over his grave. Poor old Grant! he would turn round in his grave if he could know of the squabbles about his native soil and the trials that his "faithful Toby" had been put to, after his demise; he was a grand old Scot, and it is not every day we see his like. From Tientsin I hear that the Peiho Scotchmen are not going to give a Caledonian ball this season; that is negative news, of a change, or are the times very hard? Then "hard times come again no more," is all I can say.—*Shanghai Mercury*.

DRAPERS ABSOLUTELY CURED.—A Gentleman who cured himself of Deafness and Noises in the Head, of 14 years standing, by a new method, will be pleased to send full particulars free. Address HERBERT CLIFTON, 8, Shepherd's Place, Kennington Park, London, S.E., Eng.—*Advt.*

CHINA COAST METEOROLOGICAL REGISTER.

27th November, 1892.—At 4 p.m.

STATION.	Wind.	Bar.	Therm.	Humid.	Cloud.
Shanghai	W. 10	30.0	60.0	75	10
Tientsin	W. 10	30.0	60.0	75	10
Nagasaki	W. 10	30.0	60.0	75	10
Fookchow	W. 10	30.0	60.0	75	10
Amoy	W. 10	30.0	60.0	75	10
Canton	W. 10	30.0	60.0	75	10
Hankow	W. 10	30.0	60.0	75	10
Yokohama	W. 10	30.0	60.0	75	10
Kobe	W. 10	30.0	60.0	75	10
Osaka	W. 10	30.0	60.0	75	10
Kyoto	W. 10	30.0	60.0	75	10
Edo	W. 10	30.0	60.0	75	10
Yokohama	W. 10	30.0	60.0	75	10
Kobe	W. 10	30.0	60.0	75	10
Osaka	W. 10	30.0	60.0	75	10
Kyoto	W. 10	30.0	60.0	75	10
Edo	W. 10	30.0	60.0	75	10

28th November, 1892.—At 10 a.m.

STATION.	Wind.	Bar.	Therm.	Humid.	Cloud.
Shanghai	W. 10	30.0	60.0	75	10
Tientsin	W. 10	30.0	60.0	75	10
Nagasaki	W. 10	30.0	60.0	75	10
Fookchow	W. 10	30.0	60.0	75	10
Amoy	W. 10	30.0	60.0	75	10
Canton	W. 10	30.0	60.0	75	10
Hankow	W. 10	30.0	60.0	75	10
Yokohama	W. 10	30.0	60.0	75	10
Kobe	W. 10	30.0	60.0	75	10
Osaka	W. 10	30.0	60.0	75	10
Kyoto	W. 10	30.0	60.0	75	10
Edo	W. 10	30.0	60.0	75	10
Yokohama	W. 10	30.0	60.0	75	10
Kobe	W. 10	30.0	60.0	75	10
Osaka	W. 10	30.0	60.0	75	10
Kyoto	W. 10	30.0	60.0	75	10
Edo	W. 10	30.0	60.0	75	10

28th November, 1892.—At 10 a.m.

STATION.	Wind.	Bar.	Therm.	Humid.	Cloud.
Shanghai	W. 10	30.0	60.0	75	10
Tientsin	W. 10	30.0	60.0	75	10
Nagasaki	W. 10	30.0	60.0	75	10
Fookchow	W. 10	30.0	60.0	75	10
Amoy	W. 10	30.0	60.0	75	10
Canton	W. 10	30.0	60.0	75	10
Hankow	W. 10	30.0	60.0	75	10
Yokohama	W. 10	30.0	60.0	75	10
Kobe	W. 10	30.0	60.0	75	10
Osaka	W. 10	30.0	60.0	75	10
Kyoto	W. 10	30.0	60.0	75	10
Edo	W. 10	30.0	60.0	75	10
Yokohama	W. 10	30.0	60.0	75	10
Kobe	W. 10	30.0	60.0	75	10
Osaka	W. 10	30.0	60.0	75	10
Kyoto	W. 10	30.0	60.0	75	10
Edo	W. 10	30.0	60.0	75	10

28th November, 1892.—At 10 a.m.

28th November, 1892.—At 10 a.m.							
STATION.	Barometer reduced to sea level and corrected for wind	Thermometer on Fahrenheit scale	Thermometer on Centigrade scale	Humidity	Wind direction	Force	Weather.
WIAHONGKONG,	30.000	60.0	15.5	90	W	10	bc
Tokyo	30.000	60.0	15.5	92	W	10	bc
Nagasaki	30.000	60.0	15.5	92	W	10	bc
Shanghai	30.000	60.0	15.5	92	W	10	bc

Masonic.

DILIGENTIA LODGE

OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held in FARMERSON'S HALL, Zealand Street, on THURSDAY, the 1st December, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 25th November, 1892. [1170]

ZETLAND LODGE

No. 525.

A REGULAR MEETING of the above LODGE will be held in FARMERSON'S HALL, Zealand Street, on THURSDAY, the 1st December, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 24th November, 1892. [1168]

Hotels.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed LODGE, situated at a height of 1,550 feet above sea-level, having been leased by the Proprietors of the "VICTORIA HOTEL," is now OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

SPECIAL WINTER RATES.

The Rates for BOARD and LODGING during the Winter Months, from November 1st to March 31st, have been reduced as follows:—
One person, one month.....\$50.00
Married couple (occupying one room) per month.....85.00
One person per day.....2.50
Married couple per day.....3.50
For full particulars apply to
VICTORIA HOTEL.
Hongkong, 25th October, 1892. [814]

WINDSOR HOTEL,

(In Connaught Buildings),
QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE.

Cuisine under European management. Each Bed-room has its own Bath-room, Hot and Cold Water. Passenger Elevator to all Floors. Charges from \$2 per day upwards.
Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor, Hongkong, 23rd August, 1892. [815]

BAY VIEW HOTEL.

M^r. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.
The Cuisine is unrivalled in Hongkong, and only the best Brands of Wines, Spirits, Cigars, etc., are kept in stock. Private Dinners or "Tiffin" prepared in First-class style on the shortest notice, and Meals can be served at all hours.
Hongkong, 2nd May, 1892. [140]

THE BOA VISTA HOTEL.

BISHOP'S BAY, MACAO.

THIS HOTEL is situated on the sea shore in one of the best and healthiest parts of Macao, and commands an admirable view facing the South. Its accommodation is unsurpassed in the Far East.

Every comfort is provided for Visitors, with an excellent Cuisine, and Wines, Spirits and Malt Liquors of the best brands.
Hot, Cold, Shower and Sea Water Baths. Large and well Ventilated Dining, Billiard and Reading Rooms, and a well supplied Bar.
A small Dairy is attached to the premises.
MRS. MARIA B. DOS REMEDIOS, Proprietress.

THE SHAMEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Room, and accommodation generally will be found equal to the best Hotels in the Far East.
The Table d'Hôte is supplied with every luxury in season, and the cuisine is in expert hands.
Wines, Spirits, Malt Liquors, etc., of the best quality only.
A WELL APPOINTED BILLIARD-ROOM.
A. F. DO ROZARIO, Manager.

Hongkong, 1st September, 1892. [870]

HAUENSTEIN'S HOTEL,

AMOI.

THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors.
An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.
Terms Moderate.

R. HELLWIG, Proprietor.

Amoy, 1st September, 1892. [885]

SIEN TING,

SURGEON-DENTIST.

No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1892. [906]

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

M^r. WONG TAI-FONG, Surgeon Dentist, (Formerly assisted Apprentice, and latterly Assistant to Dr. ROBERTS), HAS REMOVED

TO THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel), CONSULTATION FREE.
Hongkong, 27th July, 1892. [901]

Intimations.

THE

HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kramlin"—A. B. C. Code.—TELEPHONE, No. 33.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks, and Shipping Offices.

THE HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers, under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas, and fitted throughout with electric communications.

The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new, Bar and public BILLIARD ROOMS (Six English and American Billiards) are fitted with every convenience. A handsomely appointed GRILL-ROOM, where chops, steaks, &c., are served at any hour adjoining the Hotel, and is under the same management.

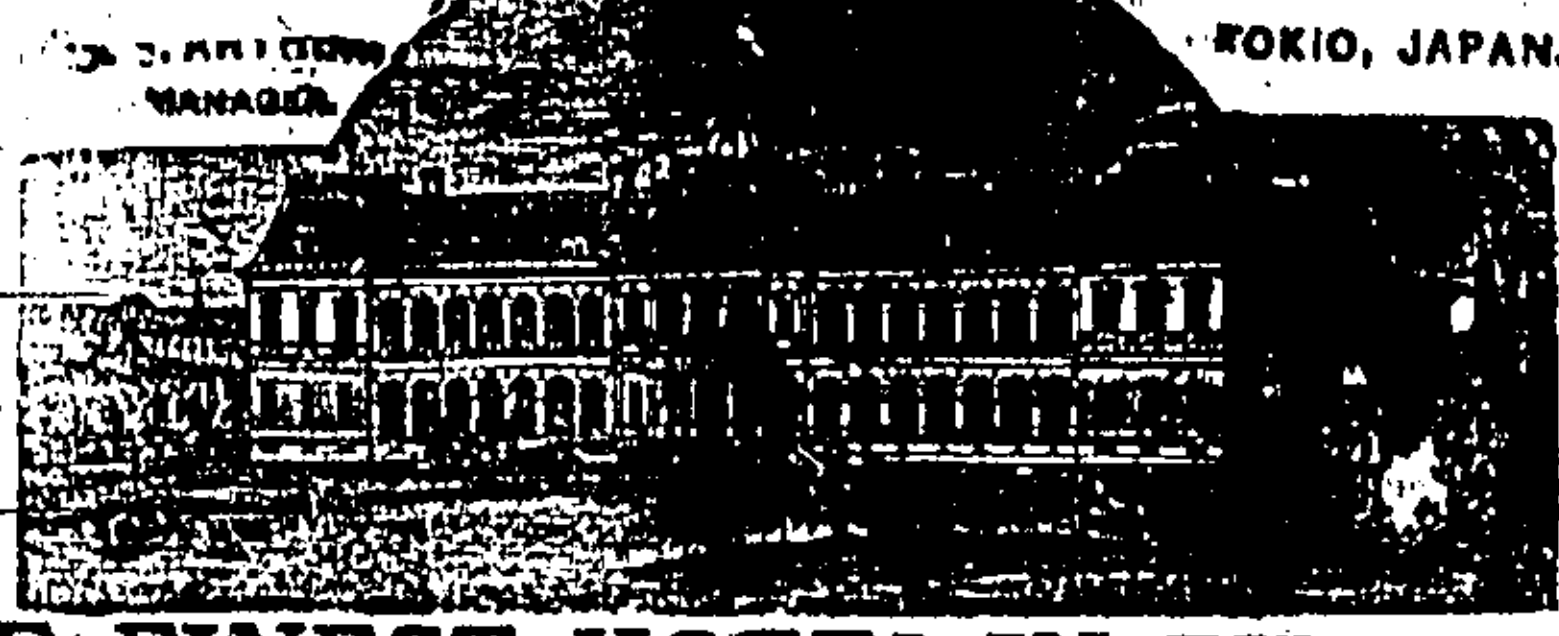
THE WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied. HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER, Manager.

Hongkong, 12th February, 1892. [1168]

THE IMPERIAL HOTEL & CO.



THE FINEST HOTEL IN THE EAST.

(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Office.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokio are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best, and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their headquarters.

RATES, \$3 to \$4.50 PER DAY.

C. S. ARTHUR, Manager.

[166]

CARMICHAEL & CO., LTD.

CHRISTMAS AND NEW YEAR CARDS, CHINESE, &c., &c.

CHEAP AND VARIED ASSORTMENT CHOCOLATE CREAMS IN PLAIN AND FANCY BOXES.

FOWLING PIECES AND AMMUNITION.

CARMICHAEL & CO., LTD.

18, Praya Central, Hongkong.

Hongkong, 29th October, 1892. [143]

THE MOUNT AUSTIN HOTEL.

Telegraphic address, "EXCELSIOR," Hongkong. 1,400 FEET ABOVE SEA LEVEL.
A. B. C. Code. TELEPHONE No. 35.

TARIFF FROM DECEMBER 1st, 1892, UNTIL APRIL 30th, 1893, SUBJECT TO ACCOMMODATION BEING AVAILABLE.

Board and Lodging by the Day, one person.....\$ 3.00
Board and Lodging by the Day for Married Couples occupying one room.....4.50
Board and Lodging by the Month, one person.....50.00
Board and Lodging by the Month for Married Couples occupying one room.....100.00

(CHILDREN BY SPECIAL ARRANGEMENT.)

Sitting-room by the Day.....\$ 2.50
Sitting-room by the Month.....30.00
Extra Bed-room by the Day.....2.00
Extra Bed-room by the Month.....20.00
Bed and Breakfast.....2.50
Breakfast.....0.75
Chinese Servants by the Day.....0.15

TRAMWAY TICKETS will be supplied to RESIDENTS and VISITORS at the Hotel at reduced rates.—For further Particulars apply at the Company's Office, 38 and 40, Queen's Road Central, or to R. ISHERWOOD, Manager, Mount Austin Hotel.
Hongkong, 13th October, 1892. [1018]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board and Table Accommodation. Apply to

Mrs. MATHER, 2, Pedder's Hill, Hongkong, 9th November, 1892. [1114]

PRIVATE BOARD AND RESIDENCE, "GLENDALE BUILDINGS,"

(Nos. 18 and 14, Wyndham Street.)
MRS. GILLANDERS has VACANCIES for RESIDENT BOARDERS and VISITORS. Also Accommodation for TABLE BOARDERS.
Hongkong, 4th July, 1892. [850]

LEVY HERMANOS.

HAVE just received a splendid assortment of latest NOVELTIES, suitable for Seasonable presents.
Also arrived, by French Mail Steamer Yarra, the principal of this Firm, bringing a fine assortment of JEWELLERY and WATCHES, newest designs and most elegant ever seen in Hongkong.

LEVY HERMANOS, 10, Queen's Road Central, Opposite Telegraph Company, Hongkong, 26th November, 1892. [1174]

LEVY HERMANOS.

IMPORTERS of JEWELLERY and DIAMONDS in great variety; by every Mail, fresh consignments of latest Novelties from Europe.

CHRONOMETERS, CLOCKS, and WATCHES of all kinds. Handsome TIME-PIECES, and all kinds of Optician's Goods.

LEVY HERMANOS, 10, Queen's Road Central, Opposite the Telegraph Company's Office, Hongkong, 16th September, 1892. [924]

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS, NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 48, Queen's Road Central. [633]



Some Children Growing Too Fast

become restless, fretful, without energy, thin, and weak. But you can fortify them and build them up by the use of

SCOTT'S EMULSION

OF PURE COD LIVER OIL AND HYPOPHOSPHITES

Of Lime and Soda.

They will take it readily, for it is as sweet as palatable as milk, and three times as efficacious as plain Oil. And it should be remembered that AS A PREVENTIVE OF RHEUMATISM OR COUGHS OR COLDS, IN BOTH THE OLD AND YOUNG, IT IS UN-
EQUALED. A splendid illustration is given, sold by all Chemists.

SCOTT & BOWNE, LIMITED, 7, ABchurch Lane, LONDON, E.C.

Sole Agents for Hongkong and China: Messrs. A. & S. WATSON & Co. (Limited), Hongkong, 20th December, 1892.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.
City of Rio de Janeiro, Saturday, 10th Dec.
City of Peking, Saturday, 31st Dec.
China, Tuesday, 10th Jan., '93.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via YOKOHAMA and HONOLULU, on SATURDAY, the 10th December, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
From Hongkong, First-class.
To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.....\$23.00
To Liverpool and London.....35.00
To Paris and Bremen.....35.00
To Havre and Hamburg.....35.00
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION. Day Trip Ticket. Continuous Trip Ticket.

Kansas City, Mo., Omaha, Neb.	285.00	291.50
St. Louis, Mo.	293.50	291.50
St. Paul, Minn., Minneapolis, Minn.	293.50	291.50
Chicago, Ill.	297.50	295.00
Milwaukee, Wis.	299.50	295.00
Cincinnati, Ohio	302.50	301.50
Columbus, Ohio	304.50	301.50
Detroit, Mich.	304.50	301.50
Cleveland, Ohio	304.50	301.50
Toronto, Canada	309.50	307.45
Pittsburg, Penn.	310.45	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.00	312.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn.	319.75	313.50
New York	319.75	315.00
Boston, Mass.	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officers in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—
4 months.....\$337.50
12 months.....\$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. "Return" Fare.

This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value must be required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent
Hongkong, 19th November, 1892. [1]

To be Let.

TO LET.

NEW HOUSES IN RYON TERRACE—Bonham Road, near Dry Dock Point.
No. 4, BLUE BUILDINGS.
FLOORS in Blue Buildings.

OFFICES—Second Floor, Praya Central (lately occupied by Messrs. Dunn, Melys & Co.)
GODOWN, (under Messrs. Douglas Laprak & Co.'s Office).

GODOWN, No. 1A, Blue Buildings.
SEMI-DETACHED HOUSES at Magistrate's Gap. Very cheap Rental.

FIRST FLOOR, No. 22, Elgin Street.
Nos. 2 & 4, VICTORIA VIEW, Kowloon.

FLOORS No. 1, Shelley Street.
No. 7, PRAYA CENTRAL, at present occupied by the New Oriental Bank in Liquidation.

No. 10, OLD BAILEY STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 22nd November, 1892. [1086]

TO LET.
HOUSES in KNOTSFORD TERRACE, Kowloon.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st November, 1892. [1087]

TO LET.
No. 9, SEYMOUR TERRACE.
No. 6, QUEEN'S ROAD. (lately occupied by Atank)
OFFICES in No. 4, Praya Central, (lately occupied by Messrs. Gilman & Co.)
No. 3, PEDDER'S HILL.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 10th November, 1892. [1088]

TO LET.
WITH IMMEDIATE POSSESSION.
The Large Handsome SHOP, No. 24, Queen's Road Central, lately occupied by Dahn Bros. of China, Limited.
Also
Two Large AIRY ROOMS on the Top Floor of above.
Apply to
DAKIN, CRICKSHANK & Co., Ltd.,
Victoria Dispensary,
Hongkong, 2nd August, 1892. [1081]

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Oceania, Friday, 2nd December.
Gaelic, Tuesday, 20th Dec.
Belgia (via Honolulu), Thursday, 19th Jan., '93.

THE Steamship "OCEANIC" will be despatched for San Francisco, via Yokohama, on FRIDAY, the 2nd December, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
From Hongkong, First-class.
To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.....\$23.00
To Liverpool and London.....35.00
To Paris and Bremen.....35.00
To Havre and Hamburg.....35.00
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION. Day Trip Ticket. Continuous Trip Ticket.

Kansas City, Mo., Omaha, Neb.	285.00	291.50
St. Louis, Mo.	293.50	291.50
St. Paul, Minn., Minneapolis, Minn.	293.50	291.50
Chicago, Ill.	297.50	295.00
Milwaukee, Wis.	299.50	295.00
Cincinnati, Ohio	302.50	301.50
Columbus, Ohio	304.50	301.50
Detroit, Mich.	304.50	301.50
Cleveland, Ohio	304.50	301.50
Toronto, Canada	309.50	307.45
Pittsburg, Penn.	310.45	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.00	312.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn.	319.75	313.50
New York	319.75	315.00
Boston, Mass.	321.15	317.00
Portland, Maine	327.25	317.00

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4 months.....\$337.50
12 months.....\$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full and name will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent
Hongkong, 28th November, 1892. [2]

J. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS.

NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS.

No. 7, Praya Central, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION for the BOTTOMS OF IRON and STEEL SHIPS.

HARTMANN'S GREY PAINT for coating the insides of STEEL SHIPS.

MOTOR LAUNCHES PATENT DAIMLER.



THE HONGKONG TELEGRAPH

HONGKONG, MONDAY, NOVEMBER 8 1892



The Share Market.

LATEST QUOTATIONS
Hongkong and Shanghai Bank—117½ per cent, sales and sellers.
The National Bank of China, Ltd.—7½ to 10, paid up—35 per cent. div., sales and buyers.
The National Bank of China, Ltd.—Founders' shares, \$200 per share, sellers.
The Bank of China, Japan & the Straits, Ltd.—2½, sellers.
The Bank of China, Japan & the Straits Ltd.—Founders' shares, £20, sellers.
Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—14 per cent. premium.
Union Insurance Society of Canton—\$82 per share, buyers.
China Traders' Insurance Company—\$56 per share, sales and sellers.
North China Insurance—Tls. 235 per share, sellers.
Canton Insurance Company, Limited—\$105 per share, sellers.
Yangtze Insurance Association—\$102, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$260 per share, sellers.
China Fire Insurance Company—\$86½ per share, buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$30, sales and sellers.
China and Manila Steam Ship Company—28 per share, buyers.
Indo-China Steam Navigation Company, Limited—50 per cent. discount, sellers.
Douglas Steamship Company—\$37 per share, sellers.
The Steam Launch Co., Limited—nominal.
Hongkong and Whampoa Dock Company—\$77 per cent. premium, sales and sellers.
Geo. Fenwick & Co., Limited—\$14½ per share, sales and sellers.
Hongkong Hotel Company—\$23, sales and buyers.
Hongkong Hotel Co.'s Six per cent. Debentures—\$501.
The Austin Arms Hotel and Building Company, Limited—\$4½ per share, sellers.
The Shameen Hotel Co., Limited—\$5 per share, sellers.
Funglom and Sunghie Dua Samantan Mining Co.—\$2½ per share, sales and buyers.
The Raub Gold Mining Co., Limited—30 cents per share, sales and buyers.
New Imuris Mining Co., Limited—\$2½ per share, sales and buyers.
The Balmoral Gold Mining Co., Limited—nominal.
Tongquin Coal Mining Co.—\$130 per share, sellers.
The Jebebu Mining and Trading Co., Limited—\$5½ per share, sales and sellers.
The Selama Tin Mining Co., Limited—5 cents per share, sales and sellers.
London and Pacific Petroleum Co., Ltd.—nir nominal.
China Sugar Refining Company, Limited—\$155 per share, sellers.
Luzon Sugar Refining Company, Limited—\$35, nominal.
A. S. Watson & Co., Limited—\$15½ per share, ex. div., sales and sellers.
Dakin, Cruickshank & Co., Limited—\$2 per share, sellers.
Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.
The Kowloon Land Investment Co., Limited—\$8 per share, sellers.
The Hongkong Land Investment Co., Limited—\$5, sales and sellers.
The West Point Buildings Co., Limited—\$26 per share, sellers.
H. G. Brown & Co., Limited—\$21 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—\$45 per share, sales.
Hongkong Rope Manufacturing Company, Limited—\$100 per share, sellers.
Hongkong Gas Company—\$105 per share, sales and buyers.
Hongkong Ice Company—\$68 per share, buyers.
Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
The Hongkong Brick and Cement Co., Limited—\$5½ per share, sellers.
The Green Island Cement Co.—\$4½ per share, sellers.
The Hongkong Electric Light Co., Limited—\$21 per share, sales and sellers.
The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
The Hongkong High-Level Tramway Co., Limited—\$35 per share, buyers.

EXCHANGE.

ON LONDON—Bank, T. T. 2/9½
Bank Bills, on demand 2/9½
Bank Bills, at 4 months' sight 2/9½
Credits at 4 months' sight 2/9½
Documentary Bills, at 4 months' sight 2/10
ON PARIS—Bank Bills, on demand 3/47
Credits, at 4 months' sight 3/57
ON INDIA—T. T. 22½
On Demand 22½
ON SHANGHAI—Bank, T. T. 72
Private, 30 days' sight 72½

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mrs. Anderson. Consul and Mrs. von Loeper and maid.
Mr. L. Blankenslagel. Fleet Surgeon Mahon.
Mr. E. Boxshall. R.N.
Mr. D. E. Brown. Rev. J. M. Morton.
Mr. and Mrs. Cass. Mr. E. Moss.
Capt. C. C. C. R.N.
Mrs. Clutterbuck. Mr. W. O'Kley.
Mr. G. C. Cox. Capt. McQuhae, R.N.
Mr. C. F. Ivelyn. Mr. H. W. Rolfe.
Mr. Geo. Fenwick. Mr. H. L. Rose.
Mr. and Mrs. Jarja. Mr. A. Schomburg.
Mr. Thos. Howard. Mr. F. E. Shean.
Mr. A. Kitson. Mr. J. Walls.
Miss MacGowan. Mr. and Mrs. Warren.

VISITORS AND RESIDENTS AT THE MOUNT AUSTIN HOTEL.

Mr. Beattie. Mr. and Mrs. W. Macbean.
Mr. S. T. Benjamin. children and nurse.
Mr. Hart-Buck. Capt. D. F. MacCarthy.
Rev. R. F. Cobbold. R.N.
Mr. Cochran. Mrs. D. F. MacCarthy.
Mr. and Mrs. C. C. and infant.
Cohen. Mr. Chas. C. Malach.
Mr. J. B. Coughtrie. Mr. H. F. Meyerlinck.
Mr. W. E. Crowe. Mrs. Van Nierop.
Mr. D. Crawford. Mr. A. Ross.
Lieut. Elliott. Mr. Taylor.
Mr. E. S. Joseph.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson. Mr. V. Kofod.
Mr. and Mrs. Beauprand. Mr. W. H. R. Loxley.
Miss Beauprand. Mr. F. Maitland.
Mr. Chaudet. Mr. W. R. Needham.
Mr. T. Cowen. Mr. Needhurst.
Mr. and Mrs. O. Faucher. Mr. Sparrow.
Miss Faucher. Mr. Geo. L. Tomlin.
Mr. W. S. Harrison. Mr. Tomlin.
Mr. Morton Jones.

Shipping.

ARRIVALS.

HOLSTEIN, German steamer, 1,101, J. Bruhn, 26th Nov.—Salmon 21st Nov., Rice and General.—Wielers & Co.
ASK, Danish steamer, 682, Revsbeck, 26th Nov.—Halphong 24th Nov., Rice and General.—A. R. Matly.
AMOI, German steamer, 671, Wolff, 26th Nov.—Amoy 25th Nov., Ballast.—Ed. Schellhaas & Co.
BELLONA, German steamer, 1,721, F. Jäger, 27th Nov.—Hamburg 9th October, and Singapore 20th Nov., General.—Siemssen & Co.
KWANGLER, Chinese steamer, 1,504, R. L. Lincoln, 27th Nov.—Shanghai 21st November, and Swatow 26 h. General.—C. M. S. N. Co.
G. G. JACOB, Dutch steamer, 1,801, A. J. de Blindie, 27th Nov.—Java 14th November, General.—Jardine, Matheson & Co.
CHEANG HOCK KIAN, British steamer, 956, H. Dinsdale, 27th Nov.—Penang 14th Nov., Singapore 20th, and Hoihow 26th, General.—Bun Hin.
ESMERALDA, British steamer, 966, G. A. Taylor, 27th Nov.—Manila 24th Nov., General.—Shewan & Co.
CANTON, British steamer, 1,110, T. Seller, 27 h Nov.—Shanghai 22nd Nov., and Swatow 26th, General.—Jardine, Matheson & Co.
TOONAN, Chinese steamer, 938, J. P. Lowe, 27th Nov.—Newchwang 18th Nov., and Chefoo 22nd, General.—C. M. S. N. Co.
CHINA, German steamer, 1,400, P. Voss, 27th Nov.—Chefoo 21st November, General.—Melchers & Co.
COSMOFOLIT, German steamer, 551, W. T. Schaefer, 27th Nov.—Hoihow 23rd Nov., Sugar.—Wielers & Co.
TAISANG, British steamer, 1,505, H. W. Hogg, 27th Nov.—Canton 27th Nov., General.—Jardine, Matheson & Co.
DEUTEROS, German steamer, 1,108, W. A. Dinse, 27th Nov.—Newchwang, and Chefoo 21st Nov., Beans and General.—Siemssen & Co.
WOOSUNG, British steamer, 1,100, L. Dawson, 28th Nov.—Chinkiang 24th Nov., General.—Butterfield & Swire.
FREIR, Danish steamer, 1,071, C. L. Strand, 28th Nov.—Pakhoi 24th Nov., and Hoihow 26th, General.—Arnold, Karberg & Co.
ARGVILL, British steamer, 1,826, Williamson, 28th Nov.—Amoy 27th Nov., General.—Dodwell, Carilli & Co.
VELOX, German steamer, 636, H. R. Gontard, 28th Nov.—Canton 28th Nov., General.—Wielers & Co.
GLENKAGLES, British steamer, 1,837, J. Sommer, 28th Nov.—Wuhu, and Chinkiang 25th Nov., General.—Jardine, Matheson & Co.
SIAM, British steamer, 991, Walter Nicor, 28th Nov.—Bangkok 19th Nov., Rice and Teak.—Kia Tye Lung.
PALLAS, British steamer, Captain A. MacLeod, 28th November.—Amoy 24th Nov mber.
EGERIA, British gunboat, 940, Commander A. M. Field, 24th November.—Singapore via Lyban 14th November.
ELISE, German steamer, 747, Christensen, 28th Nov.—Newchwang 23rd Nov., Beans.—Butterfield & Swire.

CLEARANCES AT THE HARBOUR OFFICE.

Charger, American ship, for New York.
Swatow, British steamer, for S. Igou.
Arday, British steamer, for Swatow.
St. Andrews, Norwegian ship, for Kutchinotzu.
Taisang, British steamer, for Shanghai.
Thales, British steamer, for Swatow, &c.
Cheang Hock Kian, British str., for Amoy.

DEPARTURES.

November 26, Clara, German str., for Canton.
November 27, Lennox, British steamer, for Kobe.
November 27, Formosa, British steamer, for Swatow, &c.
November 27, Continental, Dutch steamer, for Bangkok.
November 27, Ulysses, British str., for Amoy.
November 28, Pingsuy, British steamer, for Singapore, &c.
November 28, Taisang, British str. for Shanghai.
November 28, Higo Maru, Japanese steamer, for Amoy, &c.
November 28, Chinglu, British str., for Kobe.

PASSENGERS—ARRIVED.

Per China, str., from Chefoo.—10 Chinese.
Per Toonan, str., from Newchwang, &c.—Master G. Newmann, and 10 Chinese.
Per Canton, str., from Shanghai, &c.—Mr. J. Muir, and 49 Chinese.
Per Esmeralda, str., from Manila.—Rev. Mr. Corraze, Mr. K. Chelaran, and 34 Chinese.
Per Cheang Hock Kian, str., from Penang, &c.—203 Chinese.
Per G. G. Jacob, str., from Java.—11 Chinese.
Per Kwangles, str., from Shanghai, &c.—180 Chinese.
Per Bellona, str., from Newchwang, &c.—Mr. Kruse, and 94 Chinese.
Per Amoy, str., from Amoy.—12 Chinese.
Per Holstein, str., from Halphong.—11 Chinese.
Per Argvill, str., from Saigon.—70 Chinese.
Per Freir, str., from Pakhoi, &c.—80 Chinese.
Per Argvill, str., from Amoy.—Captain Aberdillo, and Mr. Mo.s.
Per Stam, str., from Bangkok.—Mr. Rolfe, and 14 Chinese.

REPORTS.

The Danish steamship Ask reports that she left Halphong on the 24th instant. Had strong north-east winds and heavy sea.
The British steamship Glenagles reports that she left Wuhu, and Chinkiang on the 25th instant. Had strong monsoon and high sea.
The British steamship Woosung reports that she left Chinkiang on the 24th instant. Had strong monsoon and high following sea throughout the passage.
The British steamship Cheang Hock Kian reports that she left Penang on the 14th instant. Sing lor on the 20th, and Hoihow on the 26th. To Hoihow had light monsoon; from there had strong monsoon.
The British steamship Argvill reports that she left Amoy on the 27th instant. Had strong north-east monsoon. On the 27th passed the steamship Lennox, from Hongkong, bound north, off Breaker Point.
The British steamship Esmeralda reports that she left Manila on the 24th instant at 6 a.m. Had fine weather and fresh north-east breeze till 4 p.m. on the 25th, when it increased to moderate gale, and lasted till 4 a.m. on the 27th; thence to port. Had strong breeze and high sea throughout.
The German steamship Bellona reports that she left Hamburg on the 9th ultimo, and Singapore on the 20th instant. Had fine weather on the 25th instant; from there had very heavy monsoon with squalls and very heavy sea to the Ladronez, with strong current to the south-west 2 knots an hour. On the 23rd at 7.30 a.m. passed a German ship, showing Q.D.R.K., bound south, in lat. 9° 50' north and 110° 30' east.
The British gun boat Egeria reports that she left Singapore, via Labuan on the 14th instant. Had fine weather with south and south-west winds till the 25th instant. In lat. 16° 47' north and long. 118° 56' east. Had very strong easterly winds to port. On the 24th passed the British bark Churchist, from West Australia to Hongkong, 36 days out, in lat. 14° 35' north and long. 119° 17' east, wishing to be reported all well.
The British steamship Canton reports that she left Shanghai on the 21st instant, and Swatow on the 24th. From 22nd to the morning of the 24th. Experienced a strong north-east to north-west gale, saw ship at anchor under Chusan Islands; thence to Swatow had strong north-east monsoon and high following sea. From Swatow to Hongkong had strong north wind and clear weather. On the 25th passed the steamship Fooka, from Newchwang to Swatow in company.
The Chinese steamship Toonan reports that she left Newchwang on the 18th instant. Had fresh north wind and fine weather to Chefoo. Left Chefoo on the 22nd. Had moderate south-east winds, increasing round the Shantung. Pro-montory, with heavy rain squalls and easterly swell to Shawel-han. Wind shifted to north-west, blowing a strong gale, with heavy sea and misty weather round the Saddle Island to Turnabout; from there had strong monsoon, moderating round Breaker Point to port.
The Chinese steamship Kwanyee reports that she left Shanghai on the 21st instant. On the 22nd had fresh east-north-east breeze and foggy weather with barometer 29.94. On the 23rd had fresh east-south-east breeze and rain with heavy cross easterly swell and barometer 29.76. At noon had light variable wind and heavy sea with barometer 29.73, and rain fog with barometer falling; at 1 p.m. barometer 29.71. Bove to with ships head to north-east to rise barometer; at 2 p.m. increasing breeze from north-west with thick rainy weather, and barometer readings 29.68; at 8 p.m. had strong north-north-east gale and heavy sea, with barometer readings 29.69; at 9 p.m. strong north-north-east gale and increasing steady in direction barometer 29.70; at midnight weather moderating more and barometer 29.72, and increasing south, and barometer 29.78. The remainder of the trip, strong north-east breeze and cloudy weather; arrived at Swatow on Friday afternoon, and left Swatow on Saturday night. Had cloudy weather, and arrived here on Sunday morning.

Post Office.

A MAIL WILL CLOSE—

For Bangkok.—Per Chowfa to-morrow, the 9th instant, at 9.30 A.M.
For Singapore, Penang, and Calcutta.—Per Kulsan to-morrow, the 29th instant, at 11.30 A.M.
For Amoy.—Per Cheang Hock Kian to-morrow, the 9th instant, at 2.30 P.M.
For Manila.—Per Don Juan to-morrow, the 29th instant, at 3.30 P.M.
For Amoy and Manila.—Per Sunghiang to-morrow, the 29th instant, at 4.30 P.M.
For Singapore and New York.—Per Argvill to-morrow, the 29th instant, at 5 P.M.
For Halphong.—Per Ask to-morrow, the 29th instant, at 5 P.M.

SHIPPING IN HONGKONG

STEAMERS.

ANDRAY, British steamer, 1,080, James Thom, 20th Nov.—Canton 20th Nov., General.—Jardine, Matheson & Co.
BARON DOUGLAS, British steamer, 1,725, Geo. Russell, 24th Nov.—Batoum 8th October, Petroleum.—Jardine, Matheson & Co.
CHOWFA, British steamer, 1,057, C. Stenham, 23rd Nov.—Bangkok 15th Nov., General.—Yuen Fat Hong.
DON JUAN, Spanish steamer, 654, R. Beltran, 26th Nov.—Manila 23rd Nov., General.—Brando & Co.
EMPEROR OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 7th Nov.—Vancouver, via Yokohama, Kobe, and Shanghai 5th November, General.—Canadian Pacific Railway Co.
FAME, British steamer, 1,177, Captain McIsaac, Hongkong Government tender.
GLUCKSBURG, German steamer, 918, P. Thomsen, 18th Nov.—Saigon 12th Nov., Rice and Paddy.—Melchers & Co.
HUPEH, British steamer, 1,845, S. Quail, 10th Nov.—Java 6th November, Sugar.—Butterfield & Swire.
KUTSANG, British str., 1,495, W. Hall Jackson, 22nd Nov.—Calcutta 6th Nov., Penang 12th, and Singapore 16th, Opium and General.—Jardine, Matheson & Co.
MICHAEL JENSEN, German steamer, 710, J. C. Mathieson, 26th Nov.—Canton 26th Nov., General.—Chinese.
OCEANIC, British steamer, 1,808, W. M. Smith, R.N.R., 20th Nov.—San Francisco 25th Oct, and Yokohama 15th Nov., Mails and General.—O. & O. S. S. Co.
OORIVA, British steamer, 410, Hamlin, 23rd Nov.—Singapore 16th May, General.—Butterfield & Swire.
PEITAVO, German steamer, 1,023, Voltmer, 26th Nov.—Hamburg 7th October, General.—Siemssen & Co.
PILOT FISH, British steamer, 161, A. Stopani, Hongkong and Whampoa Dock Co.
POLUX, German steamer, 898, J. Gefken, 20th Nov.—Mojl 14th Nov., Coals.—Mill-sell Blah Colliery.
PROBONTIS, British steamer, 1,387, W. H. Farrand, 23rd Nov.—Kutchinotzu 18th Nov., Coals.—Arnold, Karberg & Co.
PROTOS, German steamer, 1,066, H. Johannsen, 24th Nov.—Mojl 19th November, Coal.—Wielers & Co.
STORE NORDBECK, Danish telegraph steamer, 596, E. Swenson, 18th Nov.—A cruise 15th November.—G. N. Telegraph Co.
THALES, British str., 820, H. Bathurst, 26th Nov.—Taiwanfoo 21st Nov., Amoy 24th, and Swatow 25th, General.—D. Lapraik & Co.
ST. ANDRWS, Norwegian steamer, 2,009, 25th Nov.—Kutchiro 21 19th Nov., Coals.—Mitsui Bishi Colliery.
SUNGKIANG, British steamer, 994, C. B. N. Dodd, 25th Nov.—Manila 22nd November General.—Butterfield & Swire.

SAILING VESSELS.

ALBANIA, British ship, 1,438, W. S. Brownell, 2nd Oct.—New York 7th May, Kerosene Oil.—Reuter, Brockelmann & Co.
DOROTHEA, German bark, 610, H. M. Moeller, 6th Nov.—Liverpool 22nd July, Coals.—Master.
ERLKORNO, Chinese bark, 457, Oplum Examination bulk, Stonecutters' Island.—Chinese Customs.
E. SOULE, American bark, 1,443, Ballard, 14th Sept.—Newcastle (N.S.W.), 23rd July, Coals. Geo. R. Stevens.
HARVARD, American bark, 982, L. A. Colcord, 25th Nov.—Singapore 21st Oct, Timber.—Master.
ISAAC REED, American ship, 1,489, F. D. Waldo, 14th August.—New York 4th April, Kerosene Oil.—Reuter, Brockelmann & Co.
NAM-SHUN-SHING, Chinese schooner, 300, Luk Lai-long, 24th August.—Yee-on 11th Aug. Timber.—Yung Kee.
NICOVA, British bark, 595, T. Norris, 16th Nov.—Bangkok 5th November, Timber.—Wielers & Co.
SANTA CLARA, American ship, 1,474, R. W. Fuller, 14th Sept.—New York 23rd April, Kerosene Oil.—Jardine, Matheson & Co.
SANTA RUT, American schooner, 92, H. W. Banke, 29th Oct.—put back, General.—Wielers & Co.
SIGUOD, Norwegian bark, 1,512, A. Aase, 22nd Nov.—Shanghai 16th Nov., Ballast.—Order.
XENIA, American bark, 1,115, L. D. Smith, 3rd Nov.—Sydney, N.S.W., 3rd Sept., Coal.—Order.

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